

**CITY OF MARIETTA**  
**SPEED HUMP POLICY**  
**December 2, 2002**

**I.     DEFINITIONS**

- 85<sup>TH</sup> Percentile Speed - an index of traffic speeds for a road segment used by transportation professionals for traffic analysis purposes. The 85<sup>th</sup> percentile speed is the speed at which 85 percent of the motorists are driving at or below.
- Affected Street(s) - the actual street(s) proposed for speed hump installation. Affected street property owners are the owners of the lots with any frontage, including side frontage, on the street(s) proposed for speed hump installation.
- ADT - stands for average daily traffic and is a unit of measure used by transportation professionals for traffic volume analysis. Average daily traffic for the purpose of this policy refers to the traffic in both directions on a particular street within a 24-hour time period.
- Council - the City Council
- Contact Person(s) - the person(s) requesting in writing a study to determine if their particular subdivision or neighborhood area qualifies for the installation of speed humps.
- SMART System - a Speed Monitoring Awareness Radar Trailer (Speed Trailer) used to make motorists aware of their speeds in relation to the posted speed limit.
- Speed Hump - a vertical type traffic-calming device designed to reduce motorist's speeds to the posed speed limit.
- Speed Hump Study Area - a subdivision or neighborhood area being studied for possible speed hump installation. Speed hump study areas include affected street property owners and property owners fronting adjacent side streets where the City of Marietta Public Works Department considers it likely that motorist will traverse speed humps in order to access their lots.
- Traffic Calming - a term used by transportation professionals to refer to reducing traffic speeds.

## **II. POLICY OVERVIEW**

The objective of the City of Marietta Speed Hump Policy is to provide a process whereby subdivisions or neighborhood areas, referred to as speed hump study areas, may obtain speed humps on residential streets with a maximum posted speed limit of 30 mph. To qualify for the installation of speed humps, speed hump study areas must meet all requirements set forth in this Policy. A flow chart summarizing the process defined in this policy follows in Figure 1.

## **III. REQUIREMENTS FOR STUDY**

The following criteria must be met before a particular subdivision or neighborhood area is studied for possible speed hump installation:

**Local, Residential Street** – the City of Marietta must confirm that the requested streets are classified as local, residential streets with a maximum posted speed limit of 30 mph. In addition, the requested streets must be suitable for speed hump installation: streets must be a minimum of 1000 feet in length, and at least 1000 feet of each street must have grades 10 percent or less and horizontal curves less severe than a radius of 300 feet.

**A Request (in writing)** – the City of Marietta must receive a written request from a resident (or residents) of a particular subdivision/neighborhood area asking that their street(s) be studied to determine if any qualify for the installation of speed humps. For subdivisions/neighborhoods where homeowner associations exist, the letter must state that a homeowner association board member has been contacted. This letter must also include the name of the notified board member and the date of contact. A similar letter is required for subdivisions/neighborhood areas without homeowner associations. However, the contact person must state in writing that they have spoken with several of their neighbors.

Subdivisions/neighborhood areas meeting the above criteria are added to the City of Marietta list as a speed hump study area for study purposes.

## **II. STUDY CRITERIA**

The following requirements have been established in determining if streets qualify for study regarding the possible installation of speed humps:

**Phase 1** – Traffic data will be collected from selected streets to determine the 85<sup>th</sup> percentile traffic speed and the ADT. If the 85<sup>th</sup> percentile speed is 10-mph or more over the posted speed limit, and the ADT is between 300 and 3000 vehicles, the speed hump district qualifies for the Phase 2 study.

**Phase 2** - A SMART System speed trailer will be placed on the requested street(s) for a minimum of one day. The trailer will be utilized to make motorists aware of their actual speeds, and to encourage motorists to travel within the speed limit. After the trailer is removed, the traffic data will be collected a second time to determine if the SMART

System has been successful in reducing speeds. The speed hump study area qualifies for the petition process when the 85<sup>th</sup> percentile speed is faster than 10 mph over the posted speed limit.

### **III. PETITION PROCESS**

After a speed hump study area has been evaluated and meets all the above criteria the City of Marietta Public Works Department will develop a proposed speed hump layout and schedule a public meeting.

- A. Public Meetings** – Public meetings are held in order to provide speed hump study area property owners with relevant information prior to circulation of the petition. Notices of the meetings will be posted a minimum of seven days prior to each meeting. Meetings usually consist of a short presentation, followed by a question and comment session. At these meetings the contact person(s) is recognized and presented with the speed hump petition forms which are provided by the City of Marietta Public Works Department. The meeting date is also the start of the 90-day period for petition circulation.
- B. Changes in the Speed Hump Layout** – Minor changes in the proposed speed hump layout may be considered prior to installation of the speed humps based upon property owner's concerns and the engineering feasibility to make such modifications.
- C. Petition Completion** – It is the responsibility of the contact person to distribute the petition forms throughout the speed hump study area. The contact person must make a reasonable attempt to contact and obtain a signature/vote from all property owners in the speed hump study area.
- D. Return of Petitions** - In order to be valid, completed speed hump petitions must be returned to City of Marietta Public Works Department, within 90-days of the speed hump meeting. However, the Public Works Director may, at his discretion, for good cause shown, extend the time for return of the petitions an additional 30-days, for a total of 120-days, when a written request for an extension is made to the City of Marietta Public Works Department before the expiration of the original 90-days. In those cases where the due date falls on a weekend or legal holiday, the due date shall be the end of the next business day. Once a petition has been returned to the City of Marietta Public Works Department no changes will be allowed to the preferences shown thereon.
- E. Petition Verification** – Petitions are verified by the City of Marietta Public Works Department using City of Marietta property owner records. Vacant lots are included. However, only study area property owners are counted as valid signatures and only one vote is allowed per lot. To qualify for Council consideration each petition must meet the following criteria:

#### 85<sup>th</sup> Percentile Speeds (after Phase 2)

#### Lot Owners in Favor

10-15 mph over posted speed limit

65% of Study Area

15 mph or more over posted speed limit

65% of Affected Street(s)

- F. Re-petition Requests** – In the case of petitions that fail to meet the above criteria, those speed hump study areas must wait a minimum of one-year from the start date of the original petition in order to request another petition from the City of Marietta Public Works Department. Re-petition requests must be in writing and meet the same requirements detailed in this Policy for original requests. For requests received within 2 years of the original petition start date a new study will not be performed and the re-petition process will begin with the public meeting. For requests received after 2 years from the original petition start date the re-petition process will be identical to a new request and will begin with the initial study phases outlined in this Policy.

## **VI. CITY COUNCIL APPROVAL**

Speed humps will not be installed unless petitions are approved by the Marietta City Council. Public hearings before the Council will be conducted only for those locations that qualify for consideration under this policy. The most recent street asphalt ratings relative to resurfacing will be provided to the Council for those street(s) where speed humps are proposed. In addition, emergency service providers (police, fire, and ambulance) will be requested to provide information to the Council related to the effects of installing speed humps in the requested study area.

## **VII. SPEED HUMP DESIGN STANDARDS**

The geometric design of speed humps is a crucial factor in their effectiveness. City of Marietta speed humps will be constructed per the following specifications:

**Vertical Height** – 3 and 5/8 inches

**Horizontal Length** – 22 feet (consisting of an incline of 6 feet; a plateau of 10 feet in length; and a decline of 6 feet)

**Spacing/Placement** – In order to be effective, speed humps are typically installed in a series. Spacing between humps will vary between a minimum spacing of 300 feet and a maximum spacing of 800 feet.

**Signs/Pavement Markings** – Speed humps will be identified in accordance with signing and pavement marking standards in the *Manual On Uniform Traffic Control Devices*, latest edition. Figure 3B-29 (option B) and figure 3B-30 are attached to this policy to indicate the minimum pavement markings necessary for each hump location.

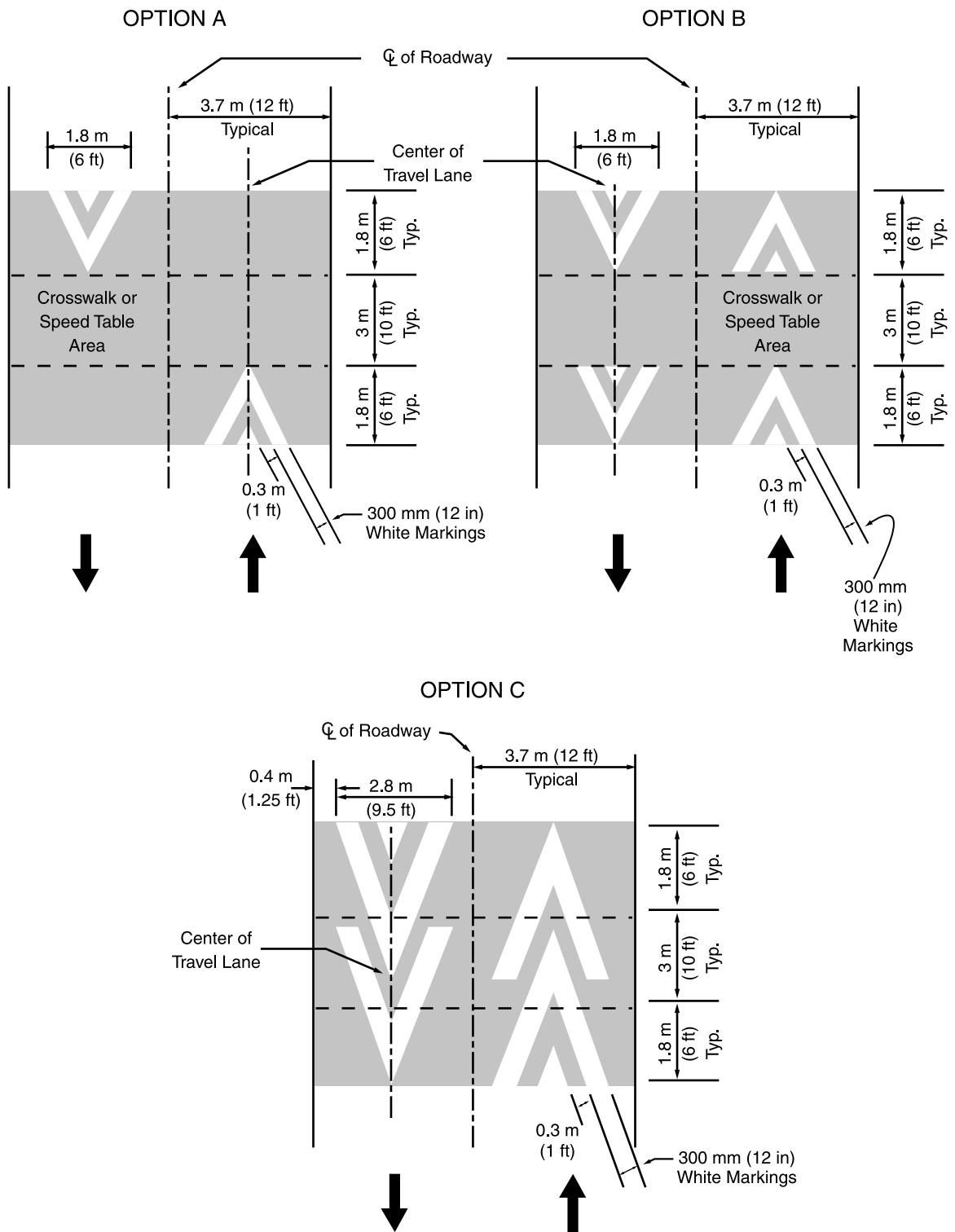
## **VIII. INSTALLATION OF SPEED HUMPS**

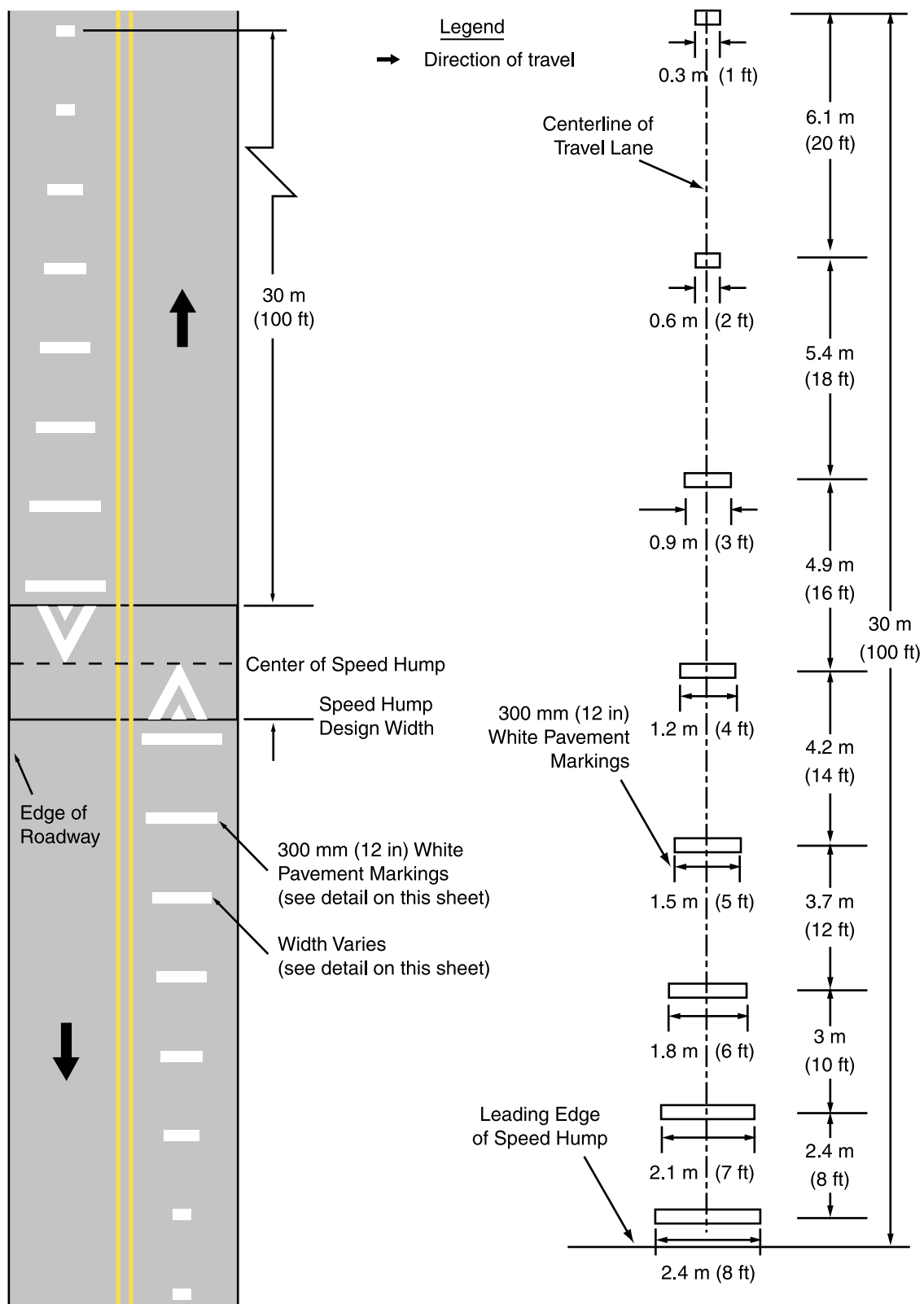
Speed humps shall be funded by the City of Marietta. Installation of speed humps will be performed by either a private contractor, contracted by the City of Marietta, or by City forces. Installation of speed humps will not be considered final until the City of Marietta Public Works Department inspects the humps for compliance with design standards set forth in this Policy.

## **IX. REMOVAL PROCESS**

The City of Marietta Public Works Department will provide a petition for removal of speed humps only upon written request. For subdivisions/neighborhoods where homeowner associations exist, the letter must state that a homeowner association board member has been contacted and is in favor of the removal petition. This letter must also include the name of the notified board member and the date of contact. A similar letter is required for subdivisions/neighborhoods without homeowner associations. However, the person requesting removal must state in writing that they have spoken with several of their neighbors. Removal petitions will not be provided by the City of Marietta Public Works Department until speed humps have been installed for a minimum of five years. At least 75 percent of the speed hump study area property owners must sign the petition requesting removal of speed humps before the request can be brought before the Marietta City Council. Speed humps will not be removed unless approved by the City Council. The City of Marietta reserves the right to remove speed humps for any reason.

**Figure 3B-29. Typical Pavement Markings for Speed Tables or Speed Humps with Crosswalks**



**Figure 3B-30. Typical Advance Warning Markings for Speed Humps****DETAIL—SPEED HUMP ADVANCE WARNING MARKINGS**

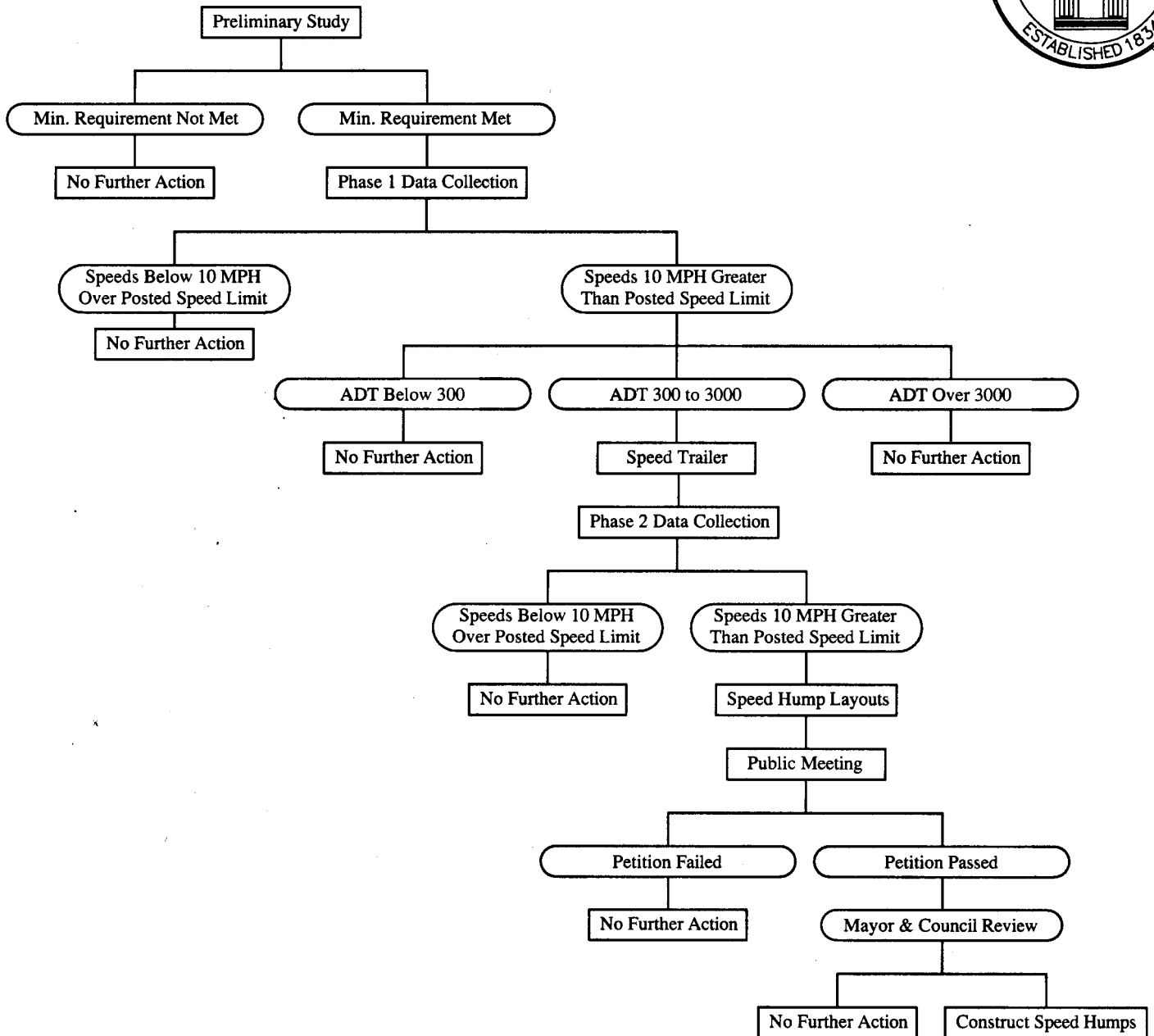


FIGURE 1

# PROPOSED SPEED HUMPS FLOW CHART